



## **NPL Installations**

### **Navy**

**NAS Pensacola**

**NAS Jacksonville**

**NAS Cecil Field**

**NAS Whiting Field (No FFA)**

### **Air Force**

**Homestead AFB**

**Tyndall AFB (No FFA)**

## **HSWA Installations**

### **Navy**

**NAS Pensacola**

**NAS Jacksonville**

**NAS Cecil Field**

**NAS Key West**

**NCSC Panama City**

**NS Mayport**

### **Air Force**

**Eglin AFB**

**Hurlburt Field AFB (Eglin AFB  
Incorporated)**

**MacDill AFB**

**Cape Canaveral AFS**

**Patrick AFB**

**Homestead AFB**

**Avon Park BR (Pending)**

## **Installations with Partnering Teams**

### **Navy**

NAS Pensacola

NAS Jacksonville

NAS Whiting Field

NS Mayport

NAS Cecil Field (BRAC93)

NTC Orlando (BRAC93)

NAS Key West (BRAC95)

### **Air Force**

Cape Canaveral AFS/Patrick AFB

Eglin AFB

Hurlburt Field AFB

Avon Park BR (No EPA RPM)

MacDill AFB

Homestead AFB (BRAC93)

## **Compliance Partnering Teams in Florida**

- I. Navy - NAS Pensacola and FDEP Northwest District Office**
  
- II. Air Force - Cape Canaveral Air Station/Patrick Air Force Base/NASA and FDEP Central District Office/ St. John's Water Management District**

## P2 Partnering Issues:

Florida DEP, USEPA Region 4 and the DoD have drafted a Pollution Prevention Partnership Charter that incorporates the following Key elements that are respectively the Vision and Mission statements.

### **Vision**

*To enhance military mission readiness, promote effective utilization of resources and strengthen environmental stewardship in the State of Florida by becoming a nationally recognized, multi-faceted partnership that accelerates the application of pollution prevention solutions.*

### **Mission**

*Create a working partnership between the Department of Defense Component Services, the Florida National Guard, Environmental Protection Agency Region 4, and the State of Florida that recognizes and promotes pollution prevention as the standard way of doing business. This partnership will work to develop and implement model initiatives, build trust, validate results and refine business practices.*

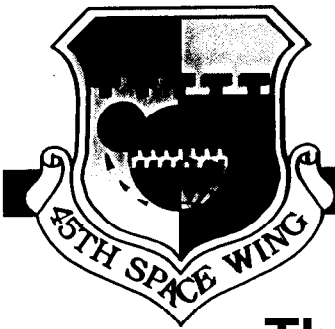


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**The following are some of the innovative technologies that have been used/demonstrated at PAFB and CCAS**

- \*Bioventing**
- \*Soil Vapor Extraction w/ Combustion**
- \*Biocube**
- \*Natural Attenuation**
- \*Pert Wall**
- \*Phytoremediation**
- \*Multiphase Air Sparging**
- \*Horizontal Air Sparging**
- \*Solvent Extraction/Washing**



**The following are innovative technologies that will be used/demonstrated at PAFB and CCAS in the upcoming months:**

- \*Reductive Anaerobic In-Situ Biological Treatment Technology (RABITT)**
- \*Hydrogen Injection**
- \*Steam Injection/Electrical Resistance**
- \*In-situ Chemical Oxygen - Permanganate/Fentons Reaction**
- \*Flushing - Solubilization with Surfactants**



## **EPA Region IV Engineering Services Division performs data collection at NAS Pensacola**

*The team's approach to streamlining the remediation process and combining resources of all the partners resulted in getting to cleanup sooner and with less expense in Naval Air Station Pensacola's most contaminated area (the Naval Aviation Depot).*

Data gaps in the investigation of Site 38 (former Building 71 and a portion of the industrial wastewater sewer line) at the Naval Aviation Depot and the possible impact of activities performed at adjacent Building 604 (the Consolidated Plating Shop) required scoping and funding an expansion to the current remedial investigation.

Lack of funding to drive the investigation due to decreasing Defense Environmental Restoration account funds could have delayed resolution of the problem for several years.

Data gaps regarding Site 38 would remain unresolved, and possible contamination from Building 604 would not be investigated.

The team (U.S. Environmental Protection Agency (USEPA), Florida Department of Environmental Protection, the Navy, Naval Air Station Pensacola, and the Comprehensive Long-term Environmental Action, Navy II contractor) rationalized a solution by expanding the investigation at nearby Site 38 (currently in the remedial investigation stage) to include the investigation and remediation ongoing at Building 604. The solution was to use Region IV Engineering Services Division to perform data collection supporting remedial investigation oversight as well as filling key data gaps. The fieldwork would be a true partnering effort with USEPA and Navy personnel working together to accomplish the goal of better, faster, cheaper cleanups.

By the team determining the scope of fieldwork and combining Navy with USEPA assets, it is estimated that the \$200,000 investigation will be accomplished for \$15-



## **Tier II Partnering Issues**

### **I. Last Meetings**

- A. Navy - 6/9-11**
- B. Air Force - 5/12-13**

### **II. Next Meetings**

- A. Navy - 10/5-7**
- B. Air Force - 8/3-4**

### **III. Facilitation**

#### **A. Air Force**

- 1. End Of Year Funding Problems**
- 2. Still Trying To Continue Management Edge**

#### **B. Navy**

- 1. Solicitations Being Requested For New Contract Next Calendar Year.**

## **DSMOA Issues**

### **I. Commitments**

**A. Reports - Yes**

**B. Meetings - Yes**

**C. RABs**

**1. Missed Recent Eglin AFB**

### **II. Funding**

**A. BRAC - Requesting More Money**

**1. Additional Meetings**

**2. Unexpected Issues**

**B. Non-BRAC - OK**